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INFORMATION REPORT

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CD NO.

COUNTRY Czechoslovakia/Austria

DATE DISTR. 16 April 1953

SUBJECT Railroad Bridge between Devinska Nova Ves and Marchegg

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SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

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SOURCE

1. The railroad bridge spanning the Morava (March) River between Marchegg (P49/ S 70) and Devinska Nova Ves (P49/ X 89) urgently needs repair because the two middle piers of the bridge - emergency-type wooden structure - are decaying.
2. The Czechoslovak State Railroads sent a letter dated 5 November 1952 to the Austrian Federal Railroads inviting them to a conference on this matter. This conference took place at Marchegg on 27 November 1952.
3. The conference was attended by the following persons: Ing. Josef Kühn, and Ing. Vladislav Tehrik of the Ministry of Railroads in Prague; Ing. Frantisek Baller (exact function unknown), bridge master Suran (fmu), and traffic superintendent (Bahmmeister) Faith (fmu) for the Czechoslovak State Railroads; Dr. Liebscher (fmu) and Holler (fmu) of the Austrian Federal Railroads General Directorate; Ing. Navratil (fmu) of the Vienna Railroads Directorate; Ing. Petschina (fmu) and Weber (fmu) of the Line Inspection (Streckenleitung) Vienna-East, and traffic superintendent Zatl (fmu) for the Austrian Federal Railroads.
4. It was established at this conference that a new steel construction of the bridge could not be completed in less than two years; that the wooden structure of the piers, however, had to be repaired immediately. It was agreed that repair work was to begin by the end of January 1953. For six or seven weeks traffic from Marchegg to Devinska Nova Ves would stop entirely, and the trains involved would be routed via Breclav. The cost of the repair work would be borne entirely by the Austrian Federal Railroads, which would thereby partly pay its debts to Czechoslovak Railroads. The Austrian Federal Railroads asked the representatives of Czechoslovak Railroads to procure limited permission for Austrian railroad workers to enter Czechoslovak territory during repair work.
5. A decision by the Czechoslovak Ministry of Railroads concerning the traffic stoppage and the permission for the workmen was due 15 December 1952. The blueprints for the repairs were to be made up by the Austrian Federal Railroads using Czechoslovak blueprints already in existence, which were to be made available to the Austrian Federal Railroads.

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6. According to more recent information (January 1953) the repair of the Morava bridge was postponed to a later date because the urgency of oil shipments via Marchegg did not allow a traffic stoppage. The new date for the repair work is unknown. It will be fixed by the Operations Department (Betriebsabteilung) of the Austrian railroad authorities as soon as the Soviet interest in the oil shipments permits. No repair work is possible during March, when the Morava River is usually in flood.

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1. Comment: The spelling of the names Tehmik, Baller, and Faith is not certain.

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